



H M Armed Forces

264 Squadron News



We Defy

May 2012

We Defy

Issue 2/12

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Reunion - Bletchley Park

Well so far it looks like this coming reunion is going to be a bumper one in terms of numbers and we are hopefully welcoming some old attendees back. Latest list, (all being well), at time of writing this.

Geoff & Joan Faulkner, Bob & Marjorie Tacey (Treasurer) Dave & Gwenno Boden ([pulled out because of health](#)), Bob & Liz Olding, Bob & Moyra Downing, Brian & Sylvia Mann, Mike & Liz Webster, Mrs. Audrey Tudor (the Adjutant), Mrs. Bunny Drysdale, Jim & Susan Hall, Clyde & Val Anderson, Peter & Lindsay Wright, Eric Wright, Ken & Yvonne Heaney, Tony and Miki Warren, Terry Fensome, Ken & Pam Burton and Pauline and Brian Long.

Standard Tour of Bletchley Park

The Standard Tour is available for groups of 20 or more people at the cost of £10 per person.

The price includes an audio wand that provides detailed information about Bletchley Park's history and exhibits. It enables group members to explore the grounds and museum at their own pace, allowing time to seek out areas of particular interest to individuals.

There is the main B Block museum that tells the complete Bletchley Park story, and houses the Abwehr Enigma machine, Lorenz machine, Bomb Rebuild, Alan Turing statue, World War Two Aviation display, Home Front exhibition, toy collection, Milton Keynes Amateur Radio Society, Oxford & Bucks Light Infantry at Pegasus Bridge display, and German Signals Group.

There is also Hut 8, formally a Naval Intelligence Hut and Alan Turing's workplace. It now contains a variety of exhibitions, such as Women at War, Pigeons at War, and the HMS Petard Story. Other areas of interest are The Churchill Collection (open every day except Thursdays), and the Polish Memorial situated in the stable yard.

Colossus Rebuild & Tunny Room

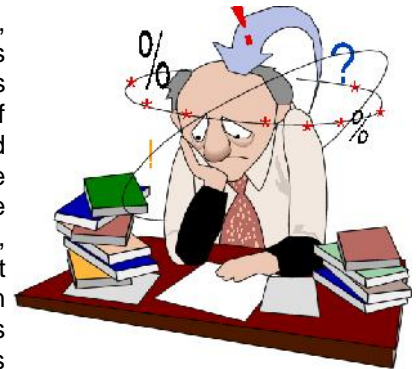
If our group would like to visit the Colossus Rebuild, the world's first semi-programmable electronic computer and the Tunny exhibition there will be an extra charge of £2.00 per person. Please note that a visit to these extra exhibitions will need to apply to all members of our group.

For groups taking the Standard Tour, it is advisable to allow at least 4 hours for a visit.

Squadron News:

I sometimes wonder if most of the Squadron News drop into a "black hole" as opposed to computers or letter boxes, as I seldom get any feed back. I have little idea if you enjoy it, loathe it, like some of the articles or think they're rubbish.

When you have a minute, why not drop me a line or email me with any suggestions or recommendations for improving it. I keep pleading for articles, anecdotes, photos but it seldom bears fruit. I know a lot of you chaps have had a very interesting life both in and since leaving the Services, and I know most would be interested in hearing about it. As you might guess, its not always easy to fill the Squadron News with anything that is interesting, so why not take pity on this old fella and urge those "little grey cells" to stir and write something before it all too late!



Dr. Derek Wilkiins: See page 2

It is with very great regret I must inform you that Derek died on the 9th March after a very long illness.

Health:

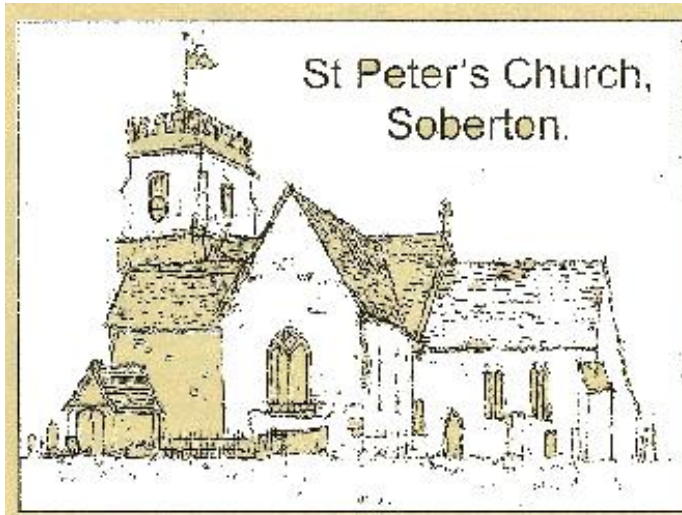
I'm glad to report that after investigative surgery that seemed to have gone completely wrong. **Jim Hall**, our newest member and ex-pilot on 264, is finally making progress after months of problems and discomfort. We wish him well on his path to recovery. We also welcome his lovely wife Susan to our illustrious band.

I had a surprise phone call from dear old Ray Loveland the other day. He is having a few more health problems, but is still his usual irrepressible positive self. Makes me feel I should try harder to emulate him.

There are others who haven't been too well, including our Treasurer Bob Tacey. However, he assures me that after surgery, he is going on well, and his wife Marjorie, appears to be keeping pretty well after her operation for cancer and subsequent Chemotherapy. Good news indeed.

Latest up-date, David Boden isn't doing too well at the moment and has much difficulty walking, so he has had to pull out of the reunion. We shall miss him and Gwenno.

Dr. Derek Charles Wilkins C.B.E.



I was privileged and honoured to represent our Squadron when I attended Dr Derek Wilkins' funeral at St Peter's Church, Soberton on Friday the 23rd March. It dates back to the 11th century, and as I sat there on an uncomfortable pew, my mind wandered to how many scenes like this the Church had witnessed through its 1000 years.

And as I heard the eulogies about Derek read, it made me wonder whether the Church also should be privileged to have been able to say Goodbye to such an unusual man. There surely can't be too many men who have packed so much in their lives as he.

Derek joined the RAF at the age of 19 in 1939, and after gaining his wings, was eventually posted to "a special squadron", namely one of the first Night fighter squadrons, - 264 Sqdn. Here he was bloodied in battle and then joined a special unit, that if you have read about

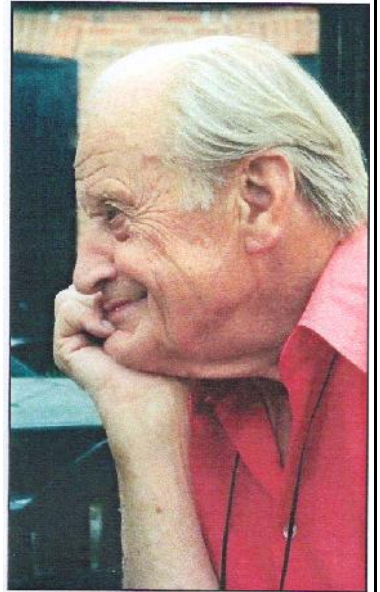
"Operation Moonshine", you will know he flew a Defiant with special equipment to draw up enemy fighters, all this unarmed!. Later onto another Squadron, this time flying Photo-reconnaissance Spitfires, also usually unarmed. Finally his luck ran out and he was shot down and imprisoned in the infamous Stalag 3 prisoner of War Camp. In 1944. The inmates were used as a bartering tool, first by the Germans, then force marched to near Berlin, where they were recaptured by the Russians, who also used them as a bartering tool, until he was finally released some time after the War in Europe was over.

Although I don't know all the details, some having heard for the first time, he obviously trained as a Doctor, and became a much loved and respected one at that. However, he had also joined the Territorial Army after the war, and here to he made an impressive contribution, and it was clear that he was very concerned about everyone he came into contact with. Not too much of a respecter of bureaucracy or pomposity, he would fight it. He was able to make talk to anyone, whatever their station in life, and be at home with them. He would also wear brightly coloured socks against all decent rules of dress!

He still flew his own shared aircraft at 83. It was obvious from the mix of people there, how much he was loved and respected, the Church was packed with his family, friends and colleagues.

Daphne, his charming wife, and an ex-Flying Doctor Nurse, has looked after him since his massive stroke about 4-5 years ago, and that must have been very hard for both of them, as he was such an independent spirit. Our love and sympathy go out to her, for all she did for him. I doubt that this will get to her, but as I talked about Derek and aircraft to various interesting chaps, a friend of Daphne, (Carol maybe?) who lived in the next village to theirs, took Joan under her wing, as Joan knew no-one, and chatted and walked around with her, thank you kind lady!

I found these pictures of a couple of reunions that Derek and Daphne attended, and thought it would be nice to remember those happy times shared together.



264 Reunion September. 2004



264 Reunion September Leamington 2005

Derek and Daphne are ringed in these photos.

I was able to leave a 264 Commemoration Plate with the family after the funeral, as a reminder of the squadron's love and respect to one of it's famous sons.

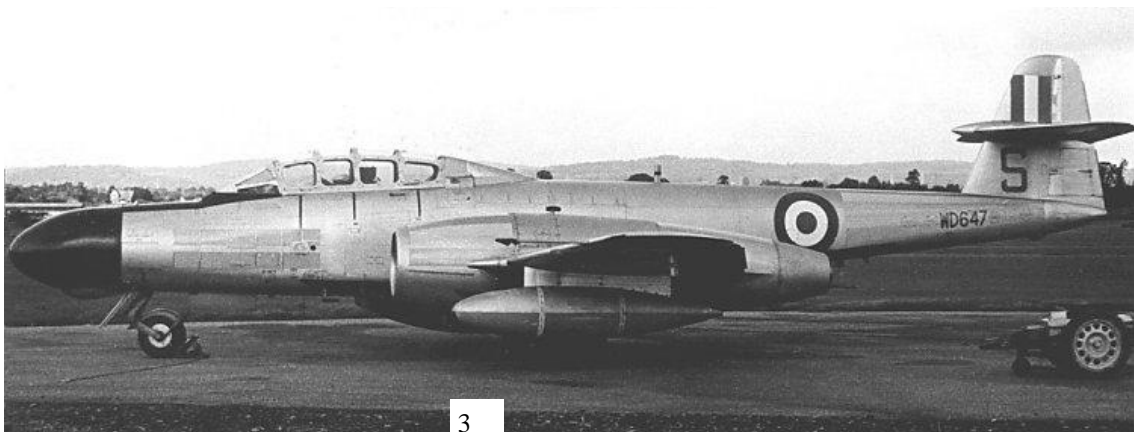
For all those folk who have been privileged that their lives have crossed with Derek's, we should be very awed and grateful that we met and knew one of the world's true gentlemen who was both Pilot, Warrior, Healer and friend to so many. Bless you Derek for all that you added to our lives. RIP.



During a recent visit to Australia, Mike Webster was shown this old Meteor NF11 and to his amazement found not only that it was one of the ex-264 Squadron night fighters, but that he had flown it. What a small world it is! It's a bit gaudy now though, in its towing colours. But nice to know its still flying.

Not sure where the photo below was taken of S - (most probably Sugar), before she became S-Sierra I assume it was before it had military camouflage on it, or maybe in 1963, when it was 'demobbed'
 Relevant WD647 Dates.

- | | |
|---|--|
| 9.11.51 - 141 Squadron at 02.10 Hrs flown | 7.8.70 - Tarrant Rushton. at 2167.15 Hrs flown |
| 9.1.52 - 264 Squadron at 18.00 Hrs flown | 9.8.71 - Woomera. at 2205.10 Hrs flown |
| 5.10.54 - 33 MU at 965.10 Hrs flown | 9.7.75 - Brisbane Archerfield. at 2432.50 Hrs flown. |
| 9.5.55 - 141 Squadron. at 967.50 Hrs flown | Dec 76 - Archerfield: Instruments stolen from Meteor |
| 13.10.55 - 29 MU. at 1011.00 Hrs flown | 1.1.77 - Brisbane: most stolen instruments anonymously re-
turned.. |
| 27.11.56 - 12 MU. at 1013.00 Hrs flown | 25.9.77? - Brisbane Warana display |
| 25.11.59 - 33 MU. at 1015.05 Hrs flown | Sept 77 - Nudgee QAM site. |
| 27.6.61 - A/W (Converted to TT20). at 1019.50 Hrs flown | 8 4 80 - Move to Eagle Farm |
| 28.3.62 - 33 MU. at 1024.00 Hrs flown. | 18.2.85 - Amberley repaint |
| 3.4.62 - 5 MU. at 1024.26 Hrs flown | Sep 85 - Return to Navy Street Eagle Farm |
| 30.4.62 - 33 MU. at 1025.31 Hrs flown | 13.6.86 - Move to Caloundra. |
| 15.2.63 - 3 CAACU. at 1026.51 Hrs flown | 4.4. 87 - On display at Caloundra |



Mike kindly sorted out this aircraft's history for me, all as follows:

14th NOV51 Awaiting collection from Armstrong Whitworth. Originally built as N.F.11 night fighter.
19th NOV51 Taken on charge by 141 Sqn. Coltishall (Code letter Q).
10th JAN52 Transferred to 264 Sqn. Linton-on-Ouse (Code letter S).
16th OCT54 Stored at 33 Maintenance Unit Lyneham.
09th MAY55 Transferred to 141 Sqn. Coltishall.
23th NOV55 Stored at 29 Maintenance Unit High Erccall.
29th NOV56 Transferred to 12 Maintenance Unit Kirkbride.
06th JUN58 Transferred to non-effective stock.
07th JUL58 Transferred to effective stock.
09th DEC59 Issued to 33 Maintenance Unit Lyneham.
27th JUN61 Issued to Armstrong Whitworth at Baginton for conversion to T.T.20 target tug.
28th MAR62 Awaiting collection after modification.
29th MAR62 Issued to 33 Maintenance Unit Lyneham.
03rd APR62 Transferred to 5 Maintenance Unit Kemble for repainting in TT markings.
30th APR62 Transferred to 33 Maintenance Unit Lyneham.
28th FEB63 Issued to the pool of 3/4 Civilian Anti-Aircraft Co-operation Unit at Exeter
(Code letter S).
10th JUL70 Delivered to Flight Refuelling at Tarrant Rushton.
07th AUG70 Loaned to the Ministry of Technology.
22nd DEC71 Struck off charge as sold to the Ministry of Defence (Procurement) - for use at
Woomera.
15th JUL75 Flown from Woomera to Archerfield on delivery to QAM having been donated by the British
Ministry of Defence.

Pilot Peter McLean
Navigator/Engineer Dave Smith

The take-off from Woomera was aborted twice because of kangaroos on the runway! A refuelling stop was made at Broken Hill where the fuel agent offered the crew AVGAS! Another stop was made at Dubbo. During the flight, Mirages from Williamtown formed with the Meteor. WD647 arrived overhead Archerfield in formation with two F-111's and a Canberra. Unfortunately a planned aerobatic display had to be aborted because of a stuck fuel valve in the ventral tank. The fuel state nearly caused the pilot to declare an emergency and divert to Amberley. It was calculated that the aircraft had 10 mins. usable fuel onboard on arrival Archerfield.

25th SEP77 Moved to Lower Nudgee. En route the Meteor featured in the Warana procession forming
the float for radio station 4IP.
09Ath PR80 Moved to Brisbane Airport.
03rd FEB85 Towed to International Terminal.
15th FEB85 Loaded on truck for transportation to RAAF Amberley for painting. En route the aircraft was
displayed in the city.
19th MAR85 Returned to International Terminal Brisbane Airport.
31st MAR85 Wings re-fitted at International Terminal.
17th APR85 Displayed in front of International Terminal in conjunction with special flight by Qantas Boe-
ing 747 to commemorate the 50th anniversary of their first international service (with an Armstrong Whitworth
FK8!).
29th SEP85 Towed back to Navy Street site near Runway 13.
13th JUN86 Moved to Caloundra.



Mike checking out his old aircraft 2011



Mike and Derek Hall 1955

Continuing the story "Mano" from January's edition. by Chris Goss.

Although the report combat report of 'Black' Smith is a possibility, it is more likely that the Mosquito that attacked Mano was flown by another former Battle of Britain pilot, Sqn Ldr Don Darling. Together with his navigator/radar operator Fg Off Bill Wright, they filed the following combat report:

"A blip was obtained at maximum range below and to starboard at 0118 hrs. Visual followed at 2,000 feet height 5,000 feet of a Do 217. Range was closed to 200 yards and e/a dived towards cloud. A short burst was fired at it just before it entered cloud until it came out when another burst was fired as it emerged. Return fire from dorsal turret was experienced but this ceased when strikes were seen on e/a's fuselage and it dived to port and disappeared in cloud at 1,500 feet and was lost..."

With a new engineer, Fw Paul Schmalzer, joining his crew two days later, and now assigned to 3/KG 2, Mano continued flying against British targets for the next three months. Targets ranged the length and breadth of England-Norwich, Weston Super Mare, Bedford (three times), Middlesbrough, Thames Estuary, Great Yarmouth, Chelmsford, Birmingham, Boston, Colchester, Kings Lynn and Sunderland as well as two air-sea rescue missions and two missions against the raid on Dieppe



on 19 August 1942. At the same time, he was responsible for training news crews posted to 3/KG 2. This was probably the reason why on 29 September 1942, he and his crew moved to the recently formed KG 6 at Chartres to train new crews, being assigned to 15/KG 6. However, at the start of December 1942, he returned to 3/KG 2 and flew five missions before the year was out. Four were against Sunderland, Hartlepool, York and Hull but one stuck in his memory. Because of his experience, Mano flew what was known as *Piratsinsatz*-daylight attacks at low level using specially camouflaged aircraft to blend it with low cloud. The attack he flew on 16 December 1942 was against Wareham in Dorset:

"I am still today worried about a low level attack (by the order of the *Führer*) on the small town of Wareham. There I dropped four 500 kg bombs precisely. Even now I can see the people going to the market without any air raid warning being heard and in particular a mother with a small child at her right hand. I dropped the bombs (fuzes without delay), banked to port and high up so that the explosions did not hit us. I cannot forget this terror attack by order and though I visited the UK after the war, I was not able to visit the graves of those I killed..."

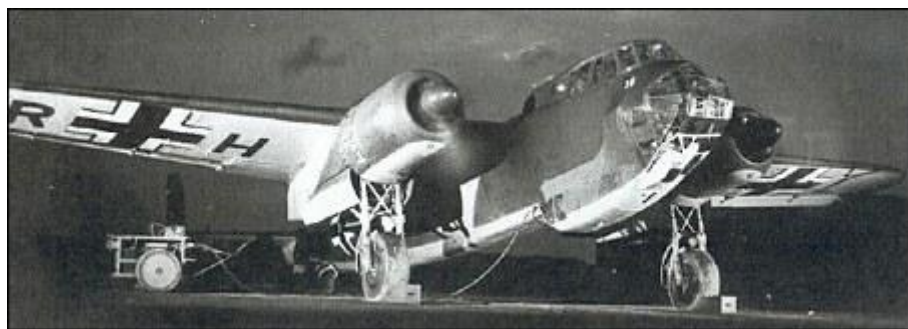
A report filed by the Dorset Constabulary the following day acknowledges the attack but the outcome was slightly different to what Mano thought:

"At 1333 hrs on the 16th of December 1942, a Dornier 217 machine-gunned the town of Wareham and dropped four 500 kg armour piercing bombs. Five dwelling houses were demolished and approximately 80 damaged. A gasometer was burnt out and damage was caused to overhead telephone wires. Casualties two persons seriously injured 12 slightly injured."

Mano would fly just four more missions in January 1943 before he moved to 11/KG 2 to yet again to train new crews replacements for the ever increasing losses suffered by I/KG 2. However, whilst on a mine-laying sortie to the Thames Estuary during the evening of 4 January 1943, Mano encountered another Mosquito:

"We had to fly to Margate at 300 metres course 270-280 degrees, 280 kmh, then open the bomb bay doors and drop the mines. They hung on parachutes. We pilots feared the fuzes as so many different fuzes were in use. We were happy when we got rid of these beasts. I had just headed for home when our Do 217 was hit. I could not dive as I was at 300 metres height but went high and to port into the pitch dark night. I had no compass so kept the constellation of Orion upper left in the canopy window which showed me to the mouth of the River

Schelde where we were ordered to enter Holland. I met this precisely as with casualties on board, it was important to find our home base. We found it at once and despite being late and with no radio, landed safely..."



With his radio operator, Fw Ernst

Fröhlich, slightly wounded, he flew back to Gilze-Rijen where he was commended for completing his mission and bringing back his damaged plane.

Plt Off Ron Densham had been on 29 Sqn since December 1941 when he joined as a Flt Sgt pilot. He was commissioned in April 1942 but success as a night fighter pilot had eluded him until 4 January 1943 when he and his navigator/radar operator Plt Off Henry Ellis intercepted Mano's Dornier 217:

"...at about 2046 hrs, a contact was obtained level and to starboard about 25 miles NE of Foreness and controller was informed.

"The chase continued for 15 minutes on a general NE course. The bandit was jinking 30 degrees each side of course at irregular intervals and losing height slowly and steadily to 400 feet. Beau closed in at 30 mph and 270 ASI to 600 feet range and a Do 217 was identified by exhausts at 400 feet altitude ahead and level. Beau gave a two second burst with all guns at about 150 yds range from dead astern seeing strikes on port nacelle and port side of fuselage. Inaccurate orange tracer returned from dorsal turret. The port engine of the e/a caught fire and e/a turned rate three climbing into six tenths cloud layer from 700 feet to 1200 feet. Beau followed but visual and contact was lost in cloud with minimum range...."

For Mano, the remainder of 1943 was spent either training new crews on the Dornier 217, the new K variant now coming into service replacing the older E version, or following his posting to *Hptm* Helmut Fuhrhop's I/KG 6 at Chievres in Belgium in early May 1943, converting himself to the Junkers 88 A-14 and then from the middle of July 1943, converting to the Junkers 188 E-1. By now, Mano had been given command of I/KG 6 but it was not until the start of October 1943 that he would fly his first mission with the Junkers 188, dropping two mines in the Humber Estuary.

Mano would continue to fly with I/KG 6 for the next seven months but precise details of how many missions he flew are not known as his logbook was lost. He flew missions up to Christmas 1943 and participated in the 'Baby Blitz' of 1944. One incident during this time concerns Canadian pilot Fg Off Bob Buckles of 401 Sqn. Whilst on a diversionary sweep for B-17s going into Holland, Red Section, of which Bob was a member, came across a Junkers 188 from Mano's *Staffel* and shot it down, killing *Uffz* Joachim Thümmeler and two of his crew. However, return fire from the Ju 188 hit Bob Buckles' engine:

Many thanks for Chris Goss's article, its good to see the other side of things.

Following the article in previous pages, I found this article from a Dorset magazine about the incident and thought it might interest some of you. Wareham was a sleepy Dorset town and hadn't suffered bombing to the scale that I knew as a young lad on the edge of London. So it was inevitable that it was "headlines". So this article is the part of the "cause and effect" from the previous article.

Wareham received only one air raid during World War 2. Compared with the regular hammering of Coventry, Southampton and Plymouth, even this incident can hardly be described as major, but for the townsfolk at the time it did seem very serious indeed, with several houses destroyed and a number of casualties. It all happened on 16 December 1942, which was a Wednesday, when a German Dornier 217 flew low over the town – 500 feet up, according to the Dorset County Chronicle – and dropped several bombs. It would appear that it was not part of some big sortie on the town, nor the aftermath of one when the enemy planes were trying to dump their remaining bombs to lighten their passage across the Channel. Rather, it was a lone flier.

The raid on the town happened suddenly. The plane just slipped in under the radar at Worth Matravers, so there was no siren and no warning. People were just getting on with their work. David Grant was at the post office in North Street, working as a messenger boy. His job was to deliver telegrams and anything else around the town, and between jobs he lent a hand anywhere it was needed. Just before noon on that Wednesday he was helping George Ballard, the general factotum of the post office, to move some extra pigeon-holes across the yard from the garage behind the post office. Further up North Street, Miss Bussell's sweet shop had just closed for its lunch hour and Dan'l Coombes, the errand boy there, was on his way home, while his employer turned to get her own meal. At the bottom of the hill by St Martin's Church, Mrs Inie Ash was out at the back of the



office in North Street, working as a messenger boy. His job was to deliver telegrams and anything else around the town, and between jobs he lent a hand anywhere it was needed. Just before noon on that Wednesday he was helping George Ballard, the general factotum of the post office, to move some extra pigeon-holes across the yard from the garage behind the post office. Further up North Street, Miss Bussell's sweet shop had just closed for its lunch hour and Dan'l Coombes, the errand boy there, was on his way home, while his employer turned to get her own meal. At the bottom of the hill by St Martin's Church, Mrs Inie Ash was out at the back of the

Lord Nelson pub, which she ran with her husband, Maurie. She was just about to dish up the nice rabbit stew that she had made earlier. It would not be long before her youngest daughter, Peggy, came in. It was her half-day, and at this moment she was probably on the train that was heading towards the station.

St Martin's Church and, to the right, the cottages that were damaged in the raid. The sharp-eyed may just be able to make out the sign of the Lord Nelson on the right at the bottom of the hill.

In Bennett's the bakers in East Street, Ray Watkins was busy just finishing a little job that he wanted to get done before he scooted off home for his lunch. The rest of the workers had gone and the shop was now empty and quiet as he made his way through the deserted premises and out of the back door. As he had to pass the bakehouse on his way into the lane he paused to exchange a few words with Mr Lee, the confectioner. That done, he turned to step into the lane.

Suddenly, Dan'l, David and Ray were each aware of a low-flying aeroplane. They assumed it was an English one, although Ray was puzzled as to why it was so low. It seemed to be following South Street. David stopped halfway across the post office yard, Dan'l was halfway home, and Ray was in the bakehouse garden. Then came the sound of machine gun fire. 'I looked round, but I couldn't see it,' Ray later recalled.

'The next thing, it opened fire!'

The noise of the plane spurred Dan'l into action. He raced home, knowing his mother was alone in the house. 'We're going to get bombed!' she yelled in fear when she saw her son. Thinking that they could not possibly reach the safety of the garden shelter in time, Dan'l yanked open the toilet door and pushed his mother inside and then squeezed in himself. There they remained until it grew quiet again.

Once they had got over their shock, David and old George made a bolt for the post office as fast as they could. Likewise, after a moment of sheer terror, Ray Watkins turned and fled back to the bakehouse. 'Mr Lee,' he yelled, 'I've just seen a plane dropping bombs! It can't be far away!'

'The station?' came the reply.

'No, nearer than that!'

Gingerly, Ray crept into the lane and a few minutes later out into North Street. It was a mass of glass, tiles and bits of wood, strewn haphazardly about. 'The further up North Street I went, I was convinced the bombs were in the street.' When he got closer to St Martin's, he could see Bussell's shop. Its windows were all blown out. 'God!' he thought, 'It must have dropped there!' All over the street he could see the contents of its once well-stocked shelves that had filled the windows: sweets, flour, treacle, jars and boxes all littering the street. Inside, absolutely everything had been blown off its crowded shelves.

But Ray Watkins' original diagnosis was wrong. None of the bombs had fallen on Bussell's shop. On the contrary, one had come down across the road in a garden on Mount Pleasant, at the back of the Lord Nelson, and had ricocheted off some wire netting that was buried in the earth there. Then the aircraft had flown past the Nelson, where Mrs Ash was just about to dish up. Looking up, she was utterly amazed by what she then saw. Not only was a German plane flying past her windows but inside she had a clear view of the pilot. Then the machine disappeared from her sight, leaving its bomb to come down on the gasworks where it started a fire, fortunately a small one. A second bomb had pitched on the riverbank, carving out a huge hole as it fell and breaking the legs of a goat that was on the riverside, while a third one landed in the water meadows and, as far as anyone knows, is still there today! Because of where they fell, Maurice Ash was convinced that it was the station that was the intended target, but the pilot had misjudged the distance and had released his bombs too early.

Maurie's daughter had heard the noise of the plane and the bombs falling and she was now very alarmed, fearing for the safety of her parents.

Unfortunately, there was a fourth bomb. This was the one that had landed across the road from Miss Bussell's at the back of three cottages there and had demolished the drill hall. It was the one that had done the most damage, and had seriously injured both Harry Bradford, the collector for the Liverpool Victoria Insurance Company, and his next-door neighbour, E. Fry, the painter and decorator. Both were rushed off to hospital.



When Ray Watkins eventually got home, he found that the windows had all been blown out and the door wouldn't shut. A lot of other houses in the town had been similarly affected. Ray Herridge, a schoolboy at the time, remembered, 'The reed ceiling of the back room (where he lived) had fallen down. It fell into the stew. We still had to eat it, but we hooked the lumps of plaster out with a spoon!'

By this time Dan'l felt it was safe enough for him to return to the chaos of Bussell's, where he found his elderly employer very much alive. Seeing him, she resolutely declared, 'Come on! We've got work to do!' and without more words she and her errand boy set to with brushes and brooms sweeping up all the mess from the floor and

from the street.

The blast had blown away the skylight from the back of the Lord Nelson. It had travelled right over the roof and landed on the forecourt of Ford's garage, right up against North Bridge. One of the soldiers helping with the clear-up asked Inie, 'Got an umbrella, ma'am?'

'Course I've got an umbrella,' she replied.

'Well,' the young soldier answered, 'Push the umbrella up through the hole where the skylight was, then open it out and we'll tie it down.'

It did the trick. That umbrella stayed up there a long time, keeping the rain out.

However, Maurie was very doubtful whether they would be able to open that evening. 'What can we do? We can't open tonight,' he moaned.

'Yes, we can!' answered his wife – and they did. 'Business as usual' became theirs and the town's slogan, just as it was all over the country at this time.

Fortunately for Wareham, that was the only serious raid the town had. It was minimal by standards elsewhere, but it was never forgotten by those who witnessed it.

Website: - A bit of News



Some years ago we had a website done by a fellow who ran a series of Military websites and it cost us nothing, and we were able to welcome a lot on new members through it and to our Association. Sadly, things changed and the webmaster suddenly wanted £50 per month, so as we felt we couldn't afford it, we stopped it. Luckily for awhile the website remained on the World Wide Web. However, over the last 2 to 4 years, it apparently has been wiped off, together with "Links" to other RAF associations, so no one knows we exist. Your Committee has decided to purchase a website for two years, and we have someone currently working on it now. I hope that when it's complete, that you'll check it out and hopefully approve. The domain bought is "264squadron.co.uk", and we will try to get it linked to other RAF websites, however don't try searching for it yet, as it's not finalised and approved. We have registered for 3 pages to keep costs

down. As and when I hear more, I'll let you know, and all of you on email will be the first.

Pen and Sword Books Ltd.

Silvered Wings

The memoirs of Air Vice-Marshall

Sir John Severne KCVO OBE AFC DL

John Severne joined the RAF in 1944 and gained his wings Two months after WW2 ended. This book captures the author's great passion for flying. Whether it be in a jet fighters, light aircraft, helicopters or making model planes and gives details of his long and illustrious career.

His first posting was to number 264 Night Fighter Squadron flying the De Havilland Mosquito. On a flying instructors course at the Central Flying School, he flew a Lancaster, Spitfire and the first jet—The Vampire.

Posted to Germany as a flight commander on a Venom Squadron, He was awarded an Air Force CrossFor landing on an aircraft that had caught fire. As a squadron leader, he became Equerry to the Duke of Edinburgh. Then followed a period as Chief Instructor on Britain's first supersonic fighter, The English Electric Lightning. Later he became "Wing Commander Ops" at the joint HQ of Middle East Command, where he was involved in counter -terrorist operations In Aden. As Station Commander of RAF Kinloss, He was responsible for the introduction of the Nimrod in 1971, And at the height of the cold war when these new anti-submarine aircraft were a vital part of Britain's defence. The author became captain of the Queen's Flight in 1988 and was also a winner of the King's Cup Air Race.

The forward has been written by HRH The Duke of Edinburgh.
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Dear Geoff,

I was amused to see my letter of, I think 2006, in the Squadron News!

As I think you know, I was lucky enough to find a publisher at my first attempt to search for one. I think Pen & Sword did a very good job with 'Silvered Wings' which was published in 2007 see attached. It includes several pages worth of 264. The book is still selling quite well and all royalties go to the RAF Benevolent Fund, so I don't mind flogging it a bit!

Happy Christmas,

John

PS: I tried to make this A4 size but it broke up and wasn't readable I'm afraid. But if you want a copy, then here's your chance. (I have had to re-type the form, and hope that it's clear).

Warning: (serious)

If any of you receive an email, that purports to be from someone on the Squadron, reckoning they are abroad and have been robbed and need a loan of money to enable them to get home and pay the hotel bill, Please check that the person sending it is really away. One of our members has had his email account hacked and several have had an email requesting help financially as they are stuck, usually in Spain. Luckily, as far as we know, at least three of us have had this scam but luckily haven't fallen for it. Although in honesty, it sounds very feasible. I have subsequently heard of this scam with another group and this was a church group. Some people are really evil aren't they.

For those on the Internet:

I was "surfing" to try and find interesting articles for the news letter and came across this item, which those of you still interested in the Squadron during the war might like to look at. Defiant on U Tube
<http://www.youtube.com/watch?v=ce9My4IKydo>

Publishers:

Have any of you got inroads into the Book Publishers world. The reason I ask is that a book has been written by one of our American friends about Wing Commander Eric Barwell, who not only flew with 264 Squadron during the Battle of Britain, but was also our CO at the end of the war. Mark Woodruff has had the book turned down in the USA as they felt that the American market wouldn't be interested. He has approached the Pen and Sword who also aren't interested, so has anyone any ideas for getting this book published as a tribute to Eric, who many of us knew and felt the was a "true English Gentleman" . Incidentally Mark has had books published before so he's not a novice at this. It would be so nice if his old Squadron could get his name in lights again.

Mark lives in Texas and recently re-married, we hope that he has survived the awful tornados that have devastated that state.



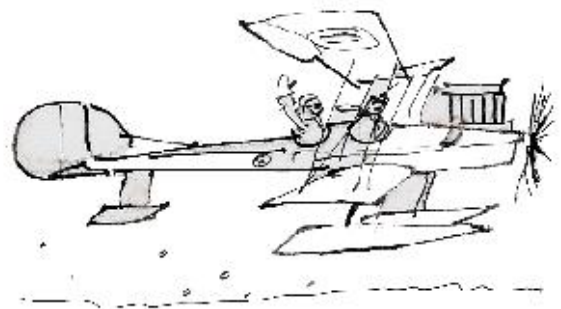
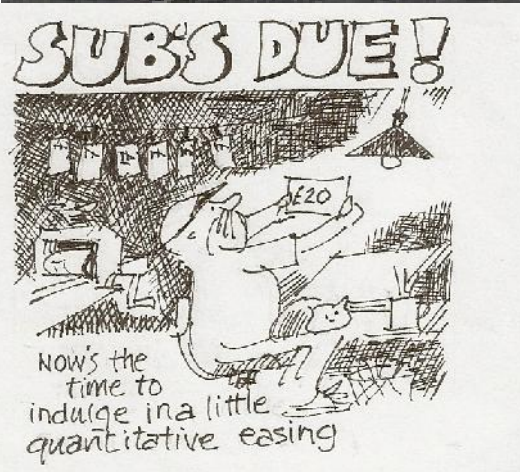
A nice picture of A - Able, which was loaned to the A Flight Commander by kind permission of Bob Tacey - Engine Fitter



Standing by a Defiant circa 1940

Whilst not too good a picture I'm afraid. This is slightly unusual in that these are all aircrew but all are Leading Aircraftsmen. I don't suppose by any long-shot, anyone remembers their names, do they?

Another couple of Clyde's super cartoons with a not too subtle a hint !!



With the Harrier Force to replace
there's a lucky find at
Yeovilton

Postage:

When I went to the Post Office last December, the Lady said that I wasn't paying enough for the Squadron News as she tried to put it through a slot template. I said I had had them weighed countless times over the last 11 years and it had always been OK. Although I have to admit to 'ironing' them with a hot iron to flatten them more. This time I didn't, so if you had to pay extra, then I'm sorry and it was my fault. In future, ironing board to the fore!

Another Mistake?

For the more observant amongst you, you will note I made my first mistake of the year and in the first edition of the Squadron News for 2012, by numbering it incorrectly (as one of our members kindly pointed out). It should have read 1/12, sorry about that. So if you are keeping these editions, you may wish to alter it.

It's Odd;

The number of phone calls and emails I have from people trying to get information on relatives who have served on the squadron, usually in the War. I spend a lot of time trying to check these things out for them and sending them details, and not even getting a thank you, or they say, I'll send you my address or email address and then don't contact me again, most odd!. I had a chap last week wanting a picture of the Squadron Badge as his Uncle had received medals whilst on our Squadron. I produced a top quality picture for him, and he's still not come back to me, I give up!.

Reminder:



Bob sent me a list of paid-up members the other day, and it shows there are a number who haven't paid their subs for this year, I'll try to sort the list out and add a note with this newsletter. And yet a further reminder, and relevant to our forthcoming visit to Bletchley Park. Clyde with his usual fertile and imaginative pen, drew the code breakers at work on the Enigma Machine and entering '264' and got this coded message!

264 Squadron Association.

Summary of Accounts. 2012

Income	Amount	Expenditure	Amount
Subs & Donations	106.00	Secretary's Expenses (postage)	£30.24
Bank Interest	0.09	Dupliquick (Printes)	£36.00

Balance Brought Forward from 2011 = £1,620.65
 Income from 03/01/12 = £ 106.09
Total: £1,726.74

Expenditure from 12/01/12 = £ 66.24
 Remaining balance on 02/04/12 = £1,660.50
Total: £1,726.74

For anyone who would like a copy of these accounts– please contact Bob

Bob Tacey
22 Westland Road
Cottesmore
Oakham
Rutland LE15 7DT

Phone/Fax 01572 812455

Email: taceybob@hotmail.com

My sincerest thanks to Bob for all his works on the accounts and dealing with all the money, it is much appreciated by us, all I'm sure.

More alleged comments between the Aircraft and the Control Tower.

Tower: Have you got enough fuel or not?

Pilot: Yes.

Tower: Yes what?? **Pilot:** Yes, SIR!

Pilot: Tower, please call me a fuel truck.

Tower: Roger. You are a fuel truck.

Pilot: Tower, give me a rough time check

Tower: It's Thursday, Sir.

Tower: Hawk 20, is this the same aircraft declaring emergency about two hours ago ?

Pilot: Negative, Sir. It's only the same pilot.

Pilot: Tower, there's a runway light burning.

Tower: I m sure there must be dozens of lights burning.

Pilot: Sorry, I mean it's smoking.

Tower: Lufthansa 893, you are number one, check for workers on the taxiway.

Pilot: Roger We've checked, they are all working.

Tower: Cannot read you, say again!

Pilot: Again!

Tower: What's your height and position?

Pilot: Well, I m 6 foot tall and I m sitting front left.

Tower: Mission triple-three, do you have problems?

Pilot: I think, I have lost my compass.

Tower: Judging the way you are flying, you lost the whole instrument panel.

Now Let's offend everyone....

I'd just come out of the shop with a meat and potato pie, large chips, mushy peas & a jumbo sausage. A poor homeless man sat there and said, "I've not eaten for two days." I told him, "I wish I had your will power."

I took my Biology exam last Friday. I was asked to name two things commonly found in cells. Apparently, "Blacks" and "Mexicans" were not the correct answers.

A fat girl served me in McDonald's at lunch time. She said, "Sorry about the wait." I said, "Don't worry fatty, you're bound to lose it eventually."

I walked past a black kid sitting at a bus stop as I went into the bank. When I came out, he looked at me and said, "Any change?"

I said, "Nope, you're still black."

Years ago it was suggested that an apple a day kept the doctor away, but since all the doctors are now Muslim, I've found that a bacon sandwich works best!

Japanese scientists have now created a camera with such an immense shutter speed that it is now possible to take a photograph of a woman with her mouth closed.

I hate all this terrorist business. I used to love the days when I could look at an unattended bag on a train or bus and think to myself, "I'm going to take that."

Man in a hot air balloon is lost over Ireland. He looks down, sees a farmer in the field and shouts to him, "Where am I?" The Irish farmer looks up and shouts back, "You're in that bloody basket!"

I had a Trivia competition shot to pieces until the last question which I got wrong. The question was, "Where do women have the curliest hair?" The answer I should have given was, "Fiji."

Oh dear I'll never get to Heaven now!, but you can see how desperate I am to find 'funnies' for this page! (ladies please forgive me! I expect like me, you won't understand them anyway!)

